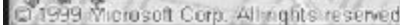


FIGURE 3-5  
I-94/LIVERNOIS  
PROPOSED IMPROVEMENT  
CONCEPT

**Table 3-2**  
**Proposed Intersection Improvements**

Intersections		Proposed Improvement	Level of Service		Delay (avg. seconds per vehicle)		Volume-Over-Capacity Ratio	
Intersecting Streets			Rail Strat. 3	Rail Strat. 3 Improved	Rail Strat. 3	Rail Strat. 3 Improved	Rail Strat. 3	Rail Strat. 3 Improved
Michigan	Livernois	Left-turn protected phases for all approaches.	D	B	36.4	17.9	1.41	0.76
Dix	Vernor	Southeast corner of intersection geometrics improved.	D	D	53.3	41.2	1.01	0.84
Michigan	Wyoming	Exclusive left-turn lane for NB and left-turn protected phase for all approaches.	D	D	45.0	42.3	1.45	0.89
Michigan	Oakman	Left-turn protected phase for all approaches.	E	D	56.1	38.4	1.19	0.91
Ford	Oakman	Left-turn protected phase for all approaches.	E	D	77.2	46.4	1.10	1.04
Ford	Wyoming	Left-turn protected phase for all approaches plus extended EB left-turn storage lane.	D	D	36.2	51.6	1.45	1.05

Source: The Corradino Group of Michigan, Inc.



L3 Food: 45.0 mg/L / 100 g of dry